



BRAKES ON, THROTTLE SET! CONTACT

June 2011

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Chapters: 322 575 592 778 843

870 973 1262 1500 1501 1502 1503 1504

THE OFFICIAL NEWSLETTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION OF SOUTH AFRICA



EDITORIAL

My wife Val and I have been on holiday to The Estuary at Port Edward. We are indeed fortunate to be able to have had a revitalising break. Val runs a thriving paint wholesale business which is fun for her but none the less rather stressful, and an occasional retreat is absolutely essential. I have felt as though I was drowning for most of the past year with serious input to CONTACT and

also endeavouring to make our EAA Chapter 322 a vibrant club. Added to this has been my ongoing issue with the Commission Against Aviation regarding the fitting of a Robin Coss Aviation Experimental Lycoming to our NTCA Cessna 170. The work was carried out most skilfully by Kevin Hopper of Skyworx at FAKR and the engine ground run-in carried out by Robin Coss personally. I hit a brick wall when the authorities issued a letter to me after I had purchased the engine, STC and installation kit as well as a certified constant speed propeller: '...any type certified engine/propeller which is being rebuilt/overhauled/restored should be done so back to the original design standard. If this has not been done, then as per SACAR Part 43.01.21, the engine/propeller in question could be classified as "suspected unapproved parts". If the engine/propeller no longer qualifies as a type certified product, it means it is no longer airworthy. So although this aircraft is in the ZU category, it is a veteran aircraft and must meet the requirements above. To this end, one cannot use an experimental motor, and relevant release documents that prove airworthiness is required.'

I applied for exemption with what I thought was a well-motivated document, paid a substantial fee to be able to fly the 170, but was turned down flat. After realising that an individual cannot win against city hall, I approached the Aeroclub and the good officers at RAASA for help. They assisted willingly and when a concession was made by the CAA with provisos, I then chewed my nails to the quick waiting for what felt like another interminable age before I eventually received permission to again fly my aircraft. The temporary Authority To Fly (ATF) was issued on 10 May and after 10 hours of proving flights and a flight performance test, the regular ATF was issued a week later. I have now racked up 18 hours with the new engine with another 7 or so needed to bed the rings in properly. With a constant speed propeller, the new engine, which exceeds my wildest expectations, and ZU-VAL is now a match made in heaven with a spritely performance to say the least. Many of my pals in EAA, the Aeroclub, RAASA and CAA gave me much moral support during the nightmare of achieving the ATF and for this I am most grateful – a big thanks to each and every one of you! I hope the severe discomfort and stress that I endured will smooth the way for those following in my footsteps – see the letter from Koos Marais, Chairman AOPA SA on page 4.

This month's CONTACT is rather brief as I have not begged or cajoled Chapter heads for input and have had to make do with what I've been able to glean. CONTACT is the official EAA of SA national newsletter. It deserves to be a success but can only achieve this outcome if members provide input on projects, fly-aways, functions, events, etc.

Karl Jensen ☺

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NYLSTROOM Vliegklub AND EAA ANNUAL TAILDRAGGER FLY-IN

15-17 JULY 2011

Richard Nicholson and the good folk of the Nylstroom Vliegklub in association with EAA Chapter 322, invite all TAILDRAGGERS and other aircraft for a fly-in weekend at Nylstroom (FANY) on the weekend of 15-17 July 2011. Come along and be judged by your spot landing if you arrive before 10h00 on Saturday. Join in the Young Eagles event. 80 eligible young people will be selected from surrounding schools, hopefully awakening a passion for aviation. The Yes will be given vocational guidance for aviation related careers and their day will culminate with a flying experience. We need volunteers to fly these kids on short flights.

There will be a bonfire on Saturday evening with braai packs, etc. on sale, as well as various food stalls, and of course all manner of refreshments will be on sale after the flying fun. Join a 'Dawn Patrol' early morning fly-about, meet old friends and make new ones.

Camping is permissible at the airfield with ablutions available. There are bunk beds at the Sky Diving Club, and of course there are numerous B&B establishments in the town with a transport service to and fro.

As the Rugby might interfere with your plans, a large screen TV has been promised in one of the hangars.

July is a no thunderstorm season at Nylstroom, so flock there in your droves.

Further details will follow in the July CONTACT and possibly in a special letter to all who are on the CONTACT mailing list. Convener Richard Nicholson rgn@pcwireless.co.za and 082 490 6227

HATS OFF TO SIGNCO

Archie Kemp our EAA National and Chapter 322 Treasurer has once again generously presented EAA with magnificent high res signage telling the world of our EAA Auditorium at Rand Airport. **Pam Kemp** designed and printed the large sign to represent the kind of aircraft we involve ourselves with. Archie sent a Signco company team to erect the sign. Archie makes most of the signage that is used on many of the airshow aircraft as well as registration lettering, decals, etc. that are also used on many airliners. Archie regularly designs and produces logos, stickers and other signage free of charge for EAA.



A rather grainy pic of the new sign on the EAA Auditorium

The Auditorium dark lettering is difficult to read as it is usually hidden in shadow. This will be replaced by white lettering that will really stand out. The sign was first revealed on the day of the Grand Rand Airshow. Many thanks Archie and hopefully our members will support your company when they require top quality signage.

Some of our members used the Auditorium as a base during the airshow – a pity nobody utilised the opportunity to sell steak and boerrie rolls to the public as was done last year to raise money for EAA. Hats off to **Paul Sabatier** (EAA 575) and his team who managed the aircraft marshalling for the airshow. Paul has magnanimously undertaken to donate the payment for this service to the EAA Auditorium – well done and thank you!

Letters

From EAA of SA National President Paul Lastrucci on 17 May 2011

Hi All,

I made contact today with Joan Hepburn, our EAA bookkeeper, and Jackie Harmse at the Aero Club who manage the Subs for our EAA section, this to understand and make some headway regarding our EAA subs by Chapter and our membership list to determine where we stand.

Prompting this was when I attended the last Aero Club board meeting, the Chairperson advised that the EAA section was only 58% paid up. We were second last with the Tuisbouers being the last section having, according to the Aero Club, 54% of its membership paid to date for this year. I ensured that I would look into it and I did some homework after the meeting. I was not entirely convinced that this is in fact the case as I understand that there are delays (not sure why) when the Aero Club pays the EAA portion of the subs across to us, and vice versa when the EAA pays the Aero Club portion across to them.

So far it does not give a clear snapshot (my interpretation) at any given time of where we stand. It's also a bit confusing as it may well look like an individual's member subs are not current for the year, however it could well be, depending on which list you look. Fearful that this will cause elevated blood pressures amongst our members who have in fact paid, it can also negatively impact membership growth and transparency within our organisation going forward. The time is nigh to unpack this.

I am meeting with Joan early next week as well as with Jackie at the Aero Club to get onto the same page. Once we have made some more headway, I will share and also send on to the Chapter presidents for further input from respective members to ensure spot on accuracy within our organisation as a section.

It's the old story, "What gets Measured, gets Managed".

I will keep you posted.

Kind regards

Paul

From Rob Purkiss representing ATC matters at the CAA

Hi Karl

With reference to your May 2011 CONTACT article and reminder that Grand Central (FAGC) has "...new **controlled** airspace..." I need to point out that although the airspace around Grand Central has been defined with lateral and upper limits, (at last!), the new airspace remains Class G airspace – i.e. **Information** Airspace – not 'controlled' airspace. Although the ATCs at Grand Central will only offer 'information and advice' to pilots flying within the newly defined airspace, it is usually in the pilots interest to comply with this 'information and advice'. As we know, Grand Central can get very, very busy, and a pilot doing his/her own thing there, can certainly throw a spanner in the works for everybody. I hope this information helps and thank you for supplying us all with such an informative periodical.

Kind regards

Rob

From Chris Potgieter, co-convener of the annual SAA Zebula weekend and airshow

Hi Karl,

Thanks for the CONTACT newsletter, always interesting reading material. Please make a correction about the Zebula news clip. All the kudos directed to Athol Franz must be redirected to Dawid Burger from Citadel Beleggings. Dawid Burger was one of our sponsors and they paid for the books that were printed on the spot by Q-File at Zebula. We only used the African Pilot magazine because Q-File are contracted to African Pilot. Athol had nothing to do with taking the pictures or the printing of the magazine.

Have a super day

Chris Potgieter



Congratulations to Jayson van Schalkwyk and Niki on the arrival of a brother for Kaylee on 04 May 2011 – Matthew Tyler (Baksteen Propeller) van Schalkwyk is now our youngest Young Eagle. Jayson is of course the EAA of SA Young Eagles co-ordinator and Niki has been invaluable support for this important facet. Would you believe this couple is so passionate about the EAA that they timed the date of the CS delivery to fit in with our events. Good luck with the pyjama drill!



From Dr Koos Marais (Chairman AOPA South Africa) to an EAA member



AOPA SA is proud to announce that the potholes on the road to viable private aviation have been repaired. Our team of experts have determined that two important issues which have cost hundreds of aircraft owners millions of Rand no longer needs to be the cause of great concern. These two issues are the so-called mod (modification) approval process and “on condition” maintenance of private aircraft.

Certain officials have, over the past few years, demanded that owners apply for mod approvals, an expensive and tedious process when in fact it had been totally unnecessary. If for instance an STC for certain equipment, e.g. auxiliary fuel tanks, VG kits, radios, etc. exists, there is no need for a mod approval. All that is required is a simple log book entry by the AMO.

Similarly, certain officials have forced private aircraft owners to service or replace components just because a SB, SI or SI exists or a certain time limit has been reached. For private owners, who don't fly for reward, there is no need to comply. Once again the AMO can just do a log book entry and state “Not complied” against the relevant item. This also includes your engine. There is no need to replace or overhaul your engine just because it has reached TBO. This information should keep many of us flying for many years. If any member encounters any problems with these issues we would like to become involved on a large scale. We are prepared to force the issue at the highest level, no matter what it will cost.

It has come to light that the CAA board had been appointed more than a month ago. However there has been a deliberate attempt to keep the matter under wraps for a few more weeks. Check out CAA's website – still no announcement. Unfortunately our nomination has not been accepted.

Last night we appointed a very high profile and arguably the most knowledgeable expert in South Africa to represent AOPA at the monthly CARCOM meetings. For the time being we will follow the “secret” line, but suffice to say that we can now have the fullest confidence in the future.

On a more personal note, I will attend the President's Trophy Air Race as a guest and representative of AOPA this weekend. Hope to meet a few members there, and recruit a few more! Fly safely!

From Irene Naude - 'FIGHTER trainee PILOT'

Hi Trixie, just to let you know that I am becoming a more and more fully fledged EAA member because Herr Claus taught me how to work on Ricardo's plane as an appy mechanic and as an aircraft polisher. Gordon let me fly his beautiful Dragon today on a flight to the Vaal. It was a piece of cake to fly the Dragon, nê Gordon, except I could not read the altitude meter thingy as the lettering was in Chinese at the back seat and my Chinese is a bit rusty. Gordon desperately needs machine guns on his plane – wonder if anybody has some for him. He informed me all the way of what was going on and was a wonderful instructor [What?-KJ] whilst I was flying FBR (N3) – Fly By Road – but when he let me loose in the country on the way back with no altitude meter thingy, I did not know my up or down. So the bottom line is that FBR works for me. Thank you so much Gordon, what a marvelous day – you can see I am not used to being treated out of my cotton socks because every time I set my foot/feet in one of your planes I must share my ecstasy with all of you sweethearts, thanks so much for all the spoiling and the dear, dear friend that I have made through the EAA. How lucky can a woman get? Much hugs and love.



This is Irene Naude (not Mocke ha ha) who has become a 'fully fledged EAA member'.



George Brink and his dad, **Wally** were taking part in the President's Trophy Air Race this past weekend when their Cessna 182RG ZS-KSZ crashed and both died in the accident. George and Wally Brink had flown the PTAR 10 times – this was their 11th race. George is survived by Natalie and their 4 children. We extend our sincerest sympathies to Natalie and their children and to Wally's widow, Janette. George and Wally often attended our EAA Flying Legends Talk Shows. They will be sadly missed by all.



Thank James

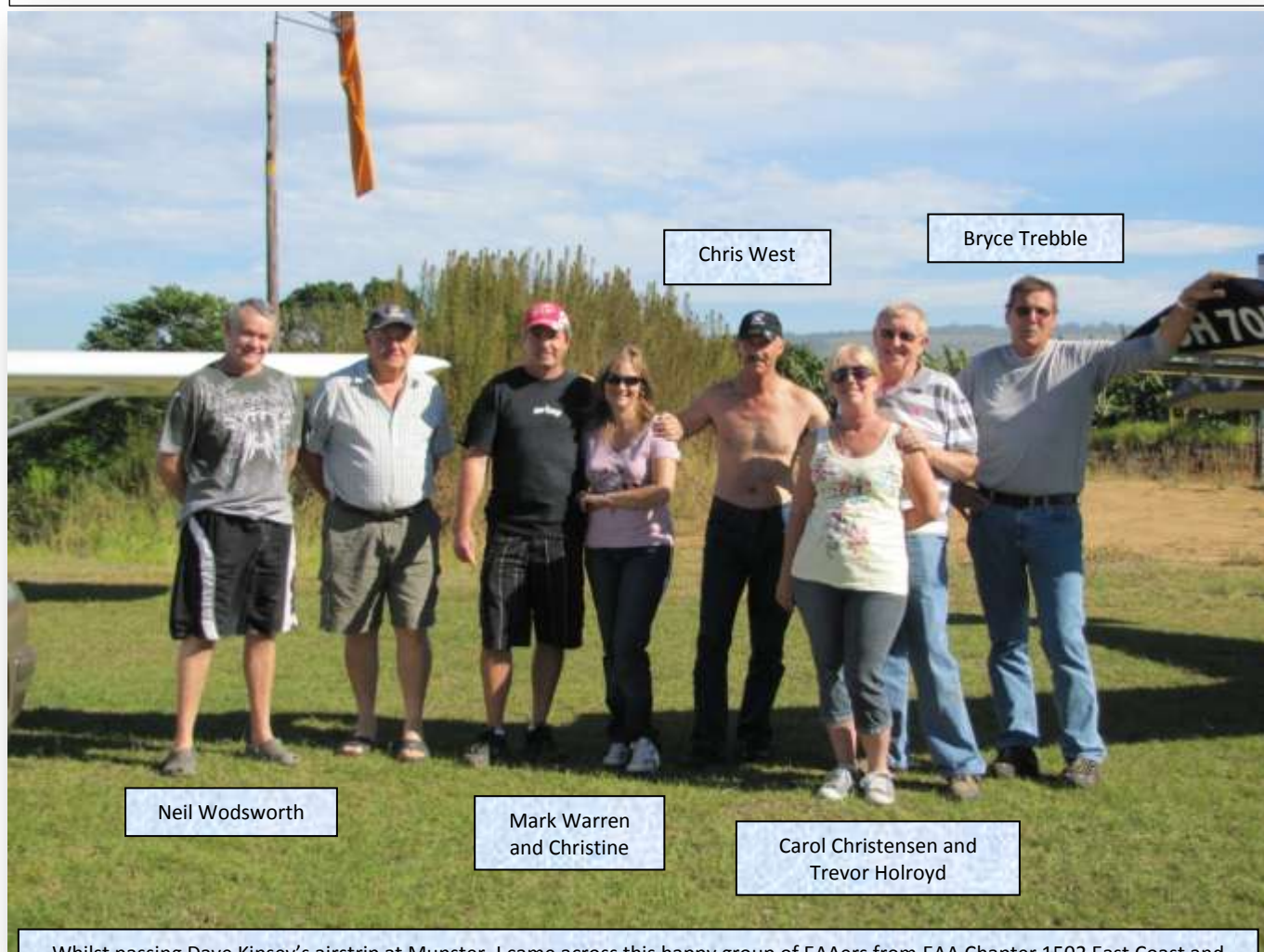
Classified Adverts

From Régo Burger, EAA Chapter 778, PE: My 20-yr old son Glen is looking for a bachelor flat/single room with shower to rent in or near Rivonia/Petervale/Paulshof for +/- R1 200 to R1 500pm, preferably with an EAA member. Required asap. Call Régo 084 506 2908 or Glen 083 245 3022.

I have a Continental O-300 first run engine with engine mount firewall forward total time of 1640 hrs. This silky smooth running engine has bypasses 72-74%. The engine is complete with alternator, Skytec starter, oil filter conversion, air/oil separator, Millennium cylinders. Price R60,000.

With the new ruling on engine life, this engine is good for many more hundreds of reliable hours of operation. See the letter from Koos Marais, Chairman of AOPA SA on Page 4 .

Contact Karl 082 331 4652 or karlpix@icon.co.za.



Chris West

Bryce Trebble

Neil Wodsworth

Mark Warren
and Christine

Carol Christensen and
Trevor Holroyd

Whilst passing Dave Kinsey's airstrip at Munster, I came across this happy group of EAAers from EAA Chapter 1502 East Coast and friends who were having a little flight in their Foxbats and Savannahs on 15 May 2011. Not much wind that day!

Another huge turn-out at EAA Chapter 322 on Wednesday evening 5 May 2011

by Gordon Dyne
Approximately 70 members, guests and lovers of aviation gathered together last Wednesday evening at the Dickie Fritz MOTH Hall in Dowerglen for the May meeting of EAA Chapter 322. What a lovely atmosphere there was amongst those who love the freedom of flight and have reached out and touched the face of God.

It took longer than usual for Chairman Karl Jensen to bring the meeting to order and to hush the boisterous aviators, who were propping up the bar, but as usual Karl was the epitome of tact and soon the meeting was rocking with mirth as Karl related some risqué jokes accompanied by some superb aviation slides. Karl gave us the good news that popular 322 member and Young Eagles Coordinator Jayson van Schalkwyk's partner Niki had, a few hours earlier, given birth to a boy – Matthew Tyler. Congratulations to you both Jayson, but was that happy event sufficiently good enough reason for you to miss our meeting? The general consensus of opinion was NO!

Much of the meeting was taken up with a post mortem on the previous Sunday's EAA 322 airshow at Tedderfield. Congratulations were showered on the organiser, veteran member Bill Keil, his assistant Lyn Rawlings and all the helpers who did their level best to make the day an enjoyable one and also a financial success, despite the awful weather. Sadly, due to the inclement weather, which descended upon the whole of Gauteng on the Sunday morning and prevented many of the show planes from arriving, also discouraged very many spectators from attending. However, I think I can speak for all of us who attended by car or plane that we thoroughly enjoyed ourselves. Hopefully the overheads were covered and I am sure we can do better next year. Chairman Karl personally thanked everyone who gave of their time both on the Saturday prior to Sunday's show and at the show. I would like to mention that no one worked harder on both days than our Chairman himself.

Before the break for refreshments, we were regally entertained by avid aviator and Chipmunk pilot Brian Appleton who with the aid of a splendid 'power point' presentation gave us the story of the De Havilland safari

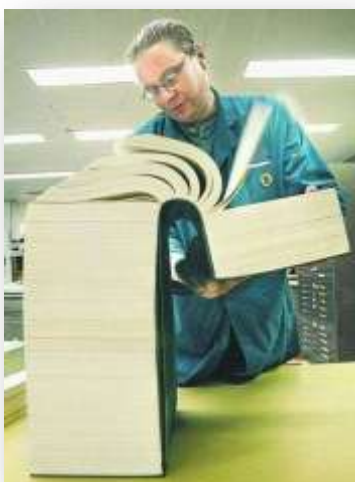
to Botswana and Zambia which had just taken place by 20 or so hardy souls. It is 91 years since Geoffrey de Havilland began his famous company producing two of the world's most famous and iconic airplanes. Namely the Tiger Moth and the Mosquito. Sadly the group could not find a Mosquito to accompany it, but six Tiger Moths, three of which had come especially from England one Hornet Moth also from England, a Beechcraft Baron, a Partenavia and a Jabiru more than made up for the absence of the Mosquito.

The trip cleared customs at Polokwane, continuing to Francistown and to Gweta for a few days. On to Guma which is a 90 minute ride from Saronga. The party then had the pleasure and honour of meeting the granddaughter of Sir Geoffrey de Havilland who lives in Saronga.

They flew on to Chobe, Victoria Falls and spent a few days at Livingston where the party met the Zambian President. On the way home these intrepid aviators also met President Ian Khama of Botswana, himself a pilot and an avid aviation enthusiast. Quite a trip.

After a break for refreshments, thank you very much Ron van Lear for your delicious snacks, the evening concluded with a talk by Dale de Klerk on the Hartswater Eagle Flight Academy Fly-in which took place in April. Hartswater Eagle Flight Academy situated in the middle of the North West Province was celebrating its first birthday. Dale mustered 25 planes and 70 people who descended upon Hartswater and although it rained for most of the weekend, this did not deter another bunch of keen pilots and passengers from enjoying themselves enormously. It sounded like a great fly-in. Thank you very much Brian Appleton and Dale de Klerk for two most enjoyable talks.

At 23h00 Karl called 'time' and we all wound our way home after another successful evening in the life of EAA Chapter 322. Thank you everyone for coming month in month out to support the Chapter and our Chairman Karl Jensen who puts enormous effort into making each evening such a success. Thank you too, Trixie Heron for your wonderful smile and infectious enthusiasm.



Left: Everything you wanted to know about flying in one book – would you like a copy? Contact Ivor Link (NZ) ivorlink@gmail.com Postage and packaging will be charged extra.



FORTHCOMING EVENTS WORTH ATTENDING

JUNE 3/4/5 – NEWCASTLE AIRSHOW

JUNE 4 – SPRINGS FLY-IN BREAKFAST & YOUNG EAGLES

JUNE 5 – TEDDERFIELD FLY-IN & FUN RALLY

JUNE 16-19 – BANTAM FLY-AWAY TO NUMBI HOTEL HAZYVIEW

CONTACT ANDREW PAPPAS 082 338 9848

JUNE 11 – CROSSWINDS BREKKIE FLY-IN & FUN FLOUR BOMBING

RSVP ESSENTIAL FOR CATERING RUSSELL VAN BLOMESTEIN 086 511 7083

JULY 2 – SILVER QUEEN TROPHY AIR RACE AT SWARTKOPS

JULY 16/17/18 – NYLSTROOM Vliegklub/EAA TAILDRAGGER

FLY-IN WEEKEND & YOUNG EAGLES

AUGUST 6/7/8/9 – EAA NATIONAL CONVENTION

WINGS PARK EAST LONDON

STOP PRESS - NEWS FROM EAST LONDON EAA CHAPTER 1262 - by James Wardle

21 May was international Learn to Fly day and this coincided with an air awareness day at Fort Beaufort. The local East London EAA Chapter 1262 and the Border Aviation Club collaborated and flew in to Fort Beaufort air field. An introduction to flying and a Young Eagles day was held, where one of the local schools brought the young folk along and we managed to fly 18 new Young Eagles. This was achieved as five pilots generously flew the eager kids. The weather was perfect and a wonderful day was had by all who attended.

On our way home we flew over the Dale College fields in King Williamstown, where they were having their reunion derby day and 150 year celebration. As the first rugby team were kicking off a formation of four planes flew overhead. *[Sounds like you guys were emulating the Rugby World Cup 1995. - KJ]*

On the Convention front all planning is getting into top gear now to be ready to host the convention weekend in August, at Wings Park. Visit www.wingspark.co.za Initial plans for the weekend are: Friday, 5 August - arrivals, welcome evening food and drinks at Wings Park. Saturday - Young Eagles, Forums, AGM, Judging of Aircraft, flying and dinner/prize-giving/entertainment evening at Wings Park. Sunday - Historic fly around area with breakfast and lunch at different venues on the route, returning to Wings in the afternoon for braai and drinks. Monday - fly up the coast to Wavecrest for lunch and return to Wings for drinks and potjie. Tuesday - homeward bound. Nothing is yet set in stone as we are also trying to get some interesting aircraft to visit us at some stage of the weekend. Watch this space!



The fly-in to Fort Beaufort



CONTACT is the official newsletter of EAA of SA. This edition was compiled by Karl Jensen and edited by Trixie Heron on 31 May 2011. All contributions gratefully received from all Chapters and members. Please submit by the last Wednesday in the month to editor@afskies.co.za or karlpix@icon.co.za